

SCCON Spotlight

The Newsletter of the Sporting Car Club of Norfolk

September 2012



Tibenham Autosolo and Autotest

photo courtesy of David Leckie

Events in September

**Tuesday
4th September**

Snetterton PCA

Snetterton Circuit

**Contact
Howard Joynt**

**Thursday
20th September**

Clubnight

Ugly Bug Inn

**Contact
Howard Joynt**

**Friday
28th September**

P & H Novice 12 Car

Honing Village Hall

**Contact
David Leckie**

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Downloads available:
(via website or contact David Bell for a paper copy)

[McCullough's Waterbeach Autosolo
Regs & Entry Form](#)

[P & H Novice 12 Car
Regs & Entry Form](#)

Anglian AutoSOLO
Challenge

Autosolo & Autotest

Waterbeach
Sunday 16th September

Anglian AutoSOLO
Challenge

Autosolo & Autotest

Waterbeach
Sunday 28th October

The Latest ...

Social Events

Howard – Social Secretary:

Phone Howard on 07917 060052 if you have any ideas or venues for social events

Club Nights

Do not forget that current club nights (unless stated in these newsletters) are at the **Ugly Bug Inn** at Colton

Please join us there on **Thursday 16th August** for the next Natter & Noggin

Diary Dates

**Tuesday 4th September
Clubmans Round 4
Snetterton PCA**

Wednesday 5th September
Management Meeting at the
Ugly Bug Inn, Colton

Thursday 20th September
Club night at the Ugly Bug Inn,
Colton

**Friday 28th September
12 Car Round 1
P & H Novice**

Wednesday 3rd October
Management Meeting at the
Ugly Bug Inn, Colton

Thursday 18th October
Club night at the Ugly Bug Inn,
Colton

**Friday 26th October
12 Car Round 2
SCA Race and Rally**

**Saturday 10th November
Clubmans Round 2
Snetterton PCA**

**Friday 30th November
12 Car Round 3
Waveney Mushrooms**

Marshalling

Marshal Points:

Have you been out marshalling on any club or invited events?? Then you need to claim your Championship points by contacting Lynne Wellbelove or David Bell.

Tuesday 4th September
Clubmans Round 4
Snetterton PCA

Sunday 16th September
McCullough's Waterbeach
Autosolo and Autotest

Sunday 23rd September
Mark Ellis Motorsport
Woodbridge Stages

Friday 28th September
12 Car Round 1
P & H Novice

Sunday 21st October
Lynn Charity Stages

Friday 26th October
12 Car Round 2
SCA Race and Rally

Saturday 10th November
Clubmans Round 2
Snetterton PCA

P & H Novice 12 Car

Friday 28th September

Round 1 of the 2012 / 2013
12 Car Championship

Honing Village Hall

[Ugly Bug Inn, Colton](#)



2 0 1 2 D a t e s	E v e n t	C h a m p.	C o n t a c t (s)
Monday 2 nd January	New Year Treasure Hunt & Scatter	Clubmans	Howard Joynt & Bernie Fox
Thursday 19 ^h January	Club night		
Friday 27 th January	12 Car	12 Car	Howard Joynt & Bernie Fox
Thursday 16 th February	Club night		
Friday 24 th February	12 Car	12 Car	Mark & Lorraine Annison
Friday 9 th March	March Hare		Ian Doble
Thursday 15 th March	Club night		
Friday 30 th March	12 Car	12 Car	Chris More
Thursday 19 th April	Club night		
Sunday 29 th April	Autosolo	Clubmans	
Thursday 17 th May	AGM		David Leckie
Thursday 14 th June	Production Car Autotest	Clubmans	David Bell
Thursday 21 st June	Club night		
Sunday 24 th June	Midsummer Vintage & Classic Car Run		Martin & Christine Newson
Thursday 19 th July	Club night		
Sunday 12 th August	Autosolo	Clubmans	David Bell
Thursday 16 ^h August	Club night		
Sunday 19 th August	Navigational Scatter	Clubmans	Paul Brunton & Nick Wale
Tuesday 4 th September	Production Car Autotest	Clubmans	Howard Joynt & Bernie Fox
Thursday 20 th September	Club night		
Friday 28 th September	12 Car	12 Car	David & Katy Leckie
Thursday 18 th October	Club night		
Friday 26 th October	12 Car	12 Car	Jonathan Stimpson
Saturday 27 th October	Dinner Dance		
Sunday 4 th November	Production Car Trial	Clubmans	David Leckie
Saturday 10 th November	Production Car Autotest	Clubmans	
Thursday 15 th November	Club night		
Friday 30 th November	12 Car	12 Car	David Mann & Robert Aldous
Thursday 20 th December	Club night		

www.sccn.co.uk/SCCoN2012Calendar.htm

Editorial Chair

Martin Newson

Hi, Valued club members.

We find ourselves in September and the nights are already drawing in.

Earlier in August we ran our second Auto-solo at Tibenham, with a difficult start in the morning it turned out to be a very good day. Time to explain what happened!

Christine and I were the first to arrive on site at around 7.45 ish, quickly followed by our valued helpers from SCON and the other local clubs of West Suffolk Motor Club and Eastern Counties Motor Club.

We all signed on and split into two teams to set up the two test areas as well as the team taking care of signing on and scrutineering. With the tests all laid out, and the driver briefing done we were ready to go.

The drivers were walking the tests when I had the bad news that the wind was too strong for the gliders to use their runway, and they needed ours (oh dear never mind). There was nothing I could do but to agree with the CFI (chief flying instructor), he gave us the option to use another runway and of course we jumped at the chance.

I jumped in the van and drove through the tests telling everyone we were on the move pick up the

cones and follow me. About 1 mile later we arrived at the given site, standing in the middle of what were to be our test areas, to the left and right of the van.

Everyone helped in laying out the tests again, with all tests ready to go we had only lost 30 minutes.

The tests all seemed to run quite well with some still managing to get a number of tests wrong.

Rachel, who runs the clubhouse at Tibenham coped well with the rush at lunchtime providing filled rolls which were ordered in advance as well as the hot and cold drinks.

Elsewhere you will see the results for this round of the series, which we should be running again in 2013. We hope that we can announce the dates for 2013 in next months' newsletter.

Paul Brunton, Nick Wale, Katrina and Debbie organised the summer scatter, the entry was low this year. We ran the scatter hoping to have more entries on the day but as it was only four teams took part this year.

The route was one of the best we have ever had with no one getting a full box of 30 clues and treasures. Results will appear later in this newsletter.

Over the next couple of months we have a number of events in the pipe line, we need your support at all of them.

September 16th
Round 5, AutoSOLO Series,.

This round is being held at Waterbeach. Run by the West Suffolk Motor Club team, they need more entries and marshals, please contact me Martin Newson or Dave Bell by email or phoning. You could contact WSMC direct.

September 20th
Club Night at the Ugly Bug Colton

September 28th
Here it is the new season of Twelve Car Navigational Events. Starting at Honing with the P&H Novice 12 Car.

October 26th
Round 2, 12 Car Series. SCA Race & Rally 12 Car.

October 27th
Our Annual Dinner Dance and Prize Giving.

Have you won an award this year? Come along for a great night and give your support to all the award winners. It could be you

PS: If you received a trophy last year could you please let the committee know so that they can be engraved for this year's dinner and dance.

The newsletter is now available electronically and a link will be emailed to Club Members who register

You will need a copy of Adobe Acrobat Reader on your PC, type www.scon.co.uk/spotlight/201209.pdf into your web browser and see what happens, if you open up an electronic copy of this document then you will be OK

Adobe Acrobat Reader is available as a free download from get.adobe.com/uk/reader/

Marshals Post

David Bell

Upcoming club events – Snetterton Production Car Autotest, P & H Novice 12 Car, Snetterton Production Car Autotest, SCA Race and Rally 12 Car, Waveney Mushrooms 12 Car

Other clubs:

Mark Ellis Motorsport Woodbridge Stages on Sunday 23rd September at MOD Woodbridge organised by Chelmsford Motor Club

Lynn Charity Stages on Sunday 21st October at Sculthorpe (near Fakenham) organised by King's Lynn & District Motor Club

FM Sudafix Snetterton Stages on Sunday 4th November at Snetterton Circuit organised by Wickford Automobile Club and Green Belt Motor Club

Further information (if any) available from David Bell on 01603 720871 – there are also links to the relevant sites on the Marshals page on the club website (www.scon.co.uk/SCCoNMarshals.htm) for any readers that are interested and have internet access

There are also links to event sites that may be of interest to club members on the Upcoming Events page on the club website (www.scon.co.uk/SCCoNCalendar.htm)

Clubmans Round 4

RE-ARRANGED

Snetterton Production Car Autotest (Sealed)

Tuesday 4th September

Clubmans Round 2

RE-ARRANGED

Snetterton Production Car Autotest

Saturday 10th November

Motor Sport memories of an Amateur

It was whilst working in Lincolnshire in 1948 that I encountered the local GP, one Tom Smallhorn¹. It was he who, realising my interest in cars and motoring, turned up at the farm one Sunday morning announcing himself with a brisk "come for a drive". He had on trial the "LaMGia" special. This was a Lancia Augusta Van², the bodywork replaced with a very basic aluminium open two seater, and fitted with an MG engine to add ginger to the lack of horsepower. Now Lancias were noted for their road holding and the design of their front suspension had been patented. The road holding of this particular car was truly amazing. Sadly I don't think it ever came to anything in competition because, by the time the organisation of competitions had gathered momentum after the war, it weighed too much. The XPAG engine, if indeed that was the choice of power plant, had not at that time acquired the modifications which came later. It has to be remembered that everything then was utility, every spare part hard to come by, tyres were in very short supply and petrol was severely rationed. Further it was only then that the possible use of airfields for motor sport was coming to be recognised. Even then the problem of Air Ministry liability versus Private liability in the event of an accident was as yet unresolved.

MG TC



**11th July 1954 Prescott 53.82 seconds
believed fastest TC type**

The next stage for me was being taken by Tom with his family, squashed into the back of a standard Lancia Augusta, (Tom's magnificent Lancia Astura coupe would have used far too much fuel), to go to the 1948 Grand Prix which was I believe the first big motor race to be run after the war at Silverstone. The race entrants included the 4½ litre unblown Lago Talbots (FiFi Etancelin and the rest) and the 1½ litre blown Maseratis (Villoresi et al.), together with one or two ERAs of both 1½ and 2 litres, Mays and Bob Gerard amongst others, the latter managing to drive into a remarkable third place. The race itself, I think for Formula Libre, was run within a row of straw bales to keep the crowds at bay. It was a sight and sound to be remembered, that, together with the smells of burning Castor Oil and tortured tyres — was something I had never previously experienced. After this there, was no way back and it became inevitable that I would want to start driving in competitions myself. Forward a year or so to the Speed trials held at Bedwell Hey near Ely by the Cambridge University Automobile Club. Here I first encountered Don Moore whose M type MG, brilliantly tuned and polished within and without, and judiciously or perhaps injudiciously lightened with a severely drilled

chassis, put all others to shame. As many of you will know Don went on to build the engines for Brian Lister's cars, both Bristol and Jaguar engine.

I came to live in Bedford about 1951. I had until then been driving whatever saloon car came my way. I made a change and bought my first TC MG³. With this I started doing a few small rallies and mud plugging events with local clubs. I entered the CUAC⁴ rally which that year (51/52?) was quite a marathon. The course starting from St Neots included going over Hard Knott⁵! This, in the dark in the middle of February with snow on the ground, made an interesting timed section. As I recall, the regulations stated that all closed gates over the pass had to be closed behind you. One of the first competitors over, clearly being a man of some resource, closed every gate he came to regardless, thereby handicapping all who came after! This outing which took two days— and several more in which to recover — made me realise that rallying was not for me, an opinion I maintained despite prospects much later of a drive from John Thornley at MGs. The only competition they did at that time was rallying in the new and rather disappointing MGAs.

The classification of competing cars by engine size in ccs has to be described here. Generally there was a class up to 1100 ccs, then up to 1500 ccs and so on upwards probably up to 2 litres and then probably to 3½ litres. Beside this two new classes had been established by the "750 Car Club" and their moving spirit Holland Birkett in order to keep competitors' costs down and enable a lot of impecunious people to take part in Motor Sport. The combination of this club with several other small clubs formed a caucus called "The Eights Club" and they held events at various venues under the "750" formulae as well. Cars had to be road legal and the formulae were - very briefly and only approximately⁶

- 1) Using an Austin "7" chassis and it's 750cc engine
- 2) Cars Using an Austin "7" chassis and a Ford 1172 cc engine. Later modified to leave out the Austin chassis requirement

The significance of 1172 cc may have been lost in the mists of antiquity, but at that time no small competitive engine was available and this, being a Ford 10 engine, one could be found for practically no money in any breakers yard. What could be done with it was another matter. It was Colin Chapman who came to dominate both these formulae, firstly with the Mk.III Lotus⁷, then in the latter formula both with the chassis he designed, ultimately the Mark VI Lotus, and with the ingenious ways he found to modify the engines. Nobody could beat his 1172 modified engine. One of the limitations being that there was apparently no way of modifying the valve timing. Moving the timing chain one cog was too much. I understand that Chapman machined a new key way in the nose of the crankshaft and arranged a new key half a cog difference in angle, thereby achieving considerably better performance! This sort of operation was way outside the spirit of the rules as well as the abilities of most amateur competitors, although perfectly legitimate. Many years later it was, I believe Alf Thomas who bought either the Mark VII or Mark VIII Lotus and being himself an engineer, succeeded in discovering that secret!

The trouble with the TC MG was that although cheap and readily available, its 1250 cc XPAG engine did not fit into any of these classes. It gave away 250 ccs and had to run in the 1500 cc class.

Now Alf Thomas worked at and probably owned the Central Garage in Kempston on the outskirts of Bedford. He had clearly been working there for some time possibly back into the thirties, maybe it was a family business. In any case he was unusual in many respects, not the least of which was his ability to devise modifications and then to machine the necessary. He was I believe a

model engineer as well, and his ability to overcome mechanical problems with his own innovations was well known amongst local sports car owners and others. Combine this with a generosity of spirit and a wealth of experience in motor engineering and you have a formidable character who could be totally relied upon and whose advice in almost any respect was invaluable. He was also very good company, with a wealth of memories from various branches of motor sport. Besides that he was a district councillor, who despite his long working hours found time to represent effectively the interests of the people of the ward for which he had been elected.

It became apparent that any real competition work was going to require something a bit faster and lighter, so when a supercharged MG TC came on the market I made another change. This second TC⁸ had been considerably modified. The heavy front wings had been replaced by aluminium cycle type wings, the scuttle, also heavy steel, had, been taken out and replaced with aluminium panelling reinforced with aluminium angle section which looked as if it had been borrowed from the RAF! Similarly the rear wings had been replaced with aluminium wings. The result was a car which turned the scales at 15¼ cwt - compare with the standard TC's weight of 17¾ cwt. It was at this point that I came under Alf's wing.

I cannot now recall how it came about that I encountered Alf Thomas, but aged 23 someone, hearing my intention to start in competitions, directed me to him. This would have been in about 1952. Alf's reaction was to enquire what did I know about preparing a car? Answer "Nothing". "You come up here after five any evening boy and I'll show you what needs doing" was his reply. He was more than as good as his word and is probably the only reason I'm still here! Everything had to be checked, every bolt tightened, wheel bearings adjusted by papering the shims, lighter oils and greases used, timing and advance and retard mechanism checked. Ultimately the car, on a level cement floor, could be pushed with one finger. Reducing the rolling resistance was the first requirement before any engine tuning started. Alf pointed out that the supercharger would put the car in a class in which it could not possibly compete successfully. At that time Laystall had just started producing an aluminium head for the MG-XPAG engine. I purchased one of these, removed the supercharger, and proposed to fit the new head. Then under Alf's tutelage I was introduced to the small matter of what is now termed gas flowing - then still in its infancy, but the benefit of which Alf had first seen in Freddy Dixon's Riley nine at Brooklands in the late 1930s⁹. Firstly I was despatched to buy a bearing scraper (now quite unheard of but I still have it in my tool kit!). The inside of all the ports on the Laystall head had to be scraped and polished, a long and laborious process to which friends contributed. The head itself had larger special valves and stronger valve springs and gave an increased compression ratio of 9.5/1. All the standard valve rocker gear and push rods could be directly transferred to the new head. — or so I was told. what I did not know was that the alloy used in the new head was particularly soft. In my ignorance in tightening one of the studs which secured the rocker gear, I overdid it and stripped the thread in the aluminium casting. This is where Alf was such a brilliant innovator (with an amazing, degree of tolerance for the young). Overnight he turned a new stud, so shaped as to have the thread proud from its shaft he then bored and tapped the head to take the new stud and introduced me to a torque wrench for the first time, which I ever thereafter used. Now this was all very modest tuning, but the ensuing performance was to me, quite unbelievable. I timed the standing ¼ mile in well under 21 seconds and at the first club meeting I went to on the Silverstone club circuit well and truly "caught the handicapper with his flag down" as we charmingly used to say! The car went hill climbing at Bugatti Owners Club at Prescott and for a couple of years was the fastest TC up the hill still with 1250cc engine. (Many owners, better heeled than I, had bored out to 1500ccs with larger carburettors and modified camshafts to fit neatly into the 1500cc class.). Wider rear wheels and tyres followed to get

a bit more grip for hill climbing and speed trials. Speaking of wheels, the MG wheels both standard and oversize were spoked with Whitworth knock-on hubs. There was another matter of which a kind friend, Bill Drew, warned me - chafe of the inner tubes by the wheel spokes was likely under competition conditions. He ran a tyre company in Bedford at the time and always had my car's tyres stripped and inspected for chafe in between meetings. There were so many friends who contributed to the safe running of a small competition car.

Ambition is an awful thing. Inevitably I moved to something larger and faster.

Healey Silverstone



Snetterton 28th March 1955 3rd place

This was a 1950 Healey Silverstone with 2½ litre four cylinder Riley engine¹⁰. This I raced at various club meetings. The weak spot in the body design was the rear wings of aluminium, these being inadequately supported, suffered from metal fatigue and fracture. It was Alf who dreamt up a way of keeping them going with extra reinforcement; welding aluminium was another of his many abilities. At Castle Combe (Le Mans type start!), having lapped the AC Aces in 19 laps and seeing no oil pressure on the dial. I had to retire. It was Alf who diagnosed the problem. That circuit was all of right hand fast corners resulting in the oil being thrown to the left hand side of the sump. The oil pump on the right hand side of the engine was therefore starved. Alf's answer was to braze a large perforated coco tin around the oil pump which would retain sufficient oil until normal service was resumed. This cured the problem. It worked. Again, Alf the brilliant innovator. By this time the competition in class consisted of Frazer Nash, AC Ace, and ultimately Lister Bristol, the latter driven by Archie Scott-Brown who will be remembered by all as a driver of enormous ability. Once again I was outclassed, the Healey was a phenomenal car but the opposition were building "specials" which I could not get anywhere near either in performance or price.

All this time Alf had been driving in the occasional club event using a Jowett Jupiter, for which he was the main agent in the area. Indeed it was his support for his customers in both Javelins and Jupiters which made the cars he sold and prepared so popular.

It was quite clear that even if I bought a Lotus I could never beat Chapman at his own game so I bought an Elva chassis and spent a tiresome summer putting it together and finding and fitting a fibreglass body to it. The car had a Ford 1172cc. engine with an Elva designed overhead valve head, the valves being actuated by a series of push rods similar in pattern to the BMW / Bristol ohv arrangement. Fitted with four Amal carburettors it was again Alf who devised a system whereby the four throttles all opened together and which also enabled each carburettor to be balanced with the other three. The car ran well enough and took a third place in the race for glass fibre bodied sports cars at the Brands Hatch Boxing day meeting. However, admitting its several imperfections, I advertised it for sale immediately and got rid of it.

Elva



Peterborough MC at Silverstone 7/9/55



BRSCC Brands Hatch 9/10/55

After that I made a short foray into Formula 3, (up to 500 cc) with the Ex Bob Gerard Cooper Mk VIII with a JAP engine. It was necessary at the same time to have a car which doubled for everyday use and as a towing vehicle so Alf found me a really good Javelin¹¹ which, after replacing a broken crankshaft, served brilliantly, a 60 mph tow no problem, though this needed a good trailer as well as a benevolent police force. These JAP engines needed constant specialised rebuilding, and from Bedford it was easy to pop the engine in the boot of the Javelin, run up to Victor Martin's¹² in East London, Roy Jones bless him, and wait about an hour and a bit whilst he replaced the roller bearings and put the crankshaft back together. The motor cycle gear box in this car was a remote mounting from the engine, each being set transversely in the chassis behind the driver. The location of the engine could be adjusted fore and aft. Chain drive was employed firstly engine to g/box, and secondly g/box to the back axle which had no differential. The engine crankshaft had a floating sprocket at its extremity. This could be readily changed so that it was easy to match the final gear ratio to the track - accordingly it was necessary to keep a book recording just what ratios were used at which venue and under what weather conditions. This book now sadly mislaid. A full and varied season followed with club meetings, hill climbing at Prescott, and culminating in the F III race - the last race of the day - at the Grand Prix meeting at Silverstone. As we sat on the grid after a dry and sunny days racing had spread rubber and oil across the track, the thunder clouds started to bank up. There was an overall hissing sound all round as mechanics hastily lowered tyre pressures. The flag fell and with that the heavens opened. The ensuing race can only be likened to a speed boat race. With a JAP engine, a special long stroke one lent me by Victor Martin, I was outclassed by

most of the double knocker Norton engined cars, and finished the race with a large dent in the tail of the car presumably from some frustrated follower!

Cooper JAP



Brands Hatch 1956



Bugatti Owners Club International Prescott

The arrival at the Motor Show of 1955(?) of the R4 Jupiter caused much interest around The Central. Garage. "What about a team?". This was a car way before it's time. The apocryphal story was that Roy Lunn¹³ had built the prototype body of newspaper and glass fibre in his front room! Be that as it may - the finished car looked fantastic as it still does sixty years later. Sadly changes at Jowett's, better documented (and argued about) elsewhere, prevented this car going into production, however I understood later that Alf got hold of one or even two pre production cars from the factory and, after modification to the front suspension¹⁴, made them work extremely well - but that is hearsay as it all occurred after life took me away from Bedford and from Motor Racing,

It saddens me that at the time I little realised the real benefit of what Alf was giving. Without his generous, benevolent and knowledgeable interest there is no knowing what might have happened. Either I would never have got as far as I did, or else I would have finished up as so many did, pushing up daisies. He is a man to be remembered and remembered with admiration and gratitude.

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- 1 Tom was, I believe, one of the founder members of the Lancia Motor Club.
 - 2 The standard Augusta was of monocoque construction but the Lancia M.C. website mentions Augusta Chassis being manufactured for coach builders. I cannot recall from whose possession this chassis was annexed, I understood it started life as an estate van, but the attraction of such a chassis was of course the twin pillar front suspension.
 - 3 KDE 562 a standard TC. Yellow paintwork and green upholstery
 - 4 Cambridge University Automobile Club, then run by Peter Riley
 - 5 A pass in Cumbria rising to about 1200 feet
 - 6 The accuracy of these formulae is in doubt and I am sure many readers will fume,
 - 7 In about 1980 I found this car lurking in the Motor Museum at Holker Hall in Cumbria - I'm not sure which of us was the most surprised — see 750 Club web site for photo of this car. Upon the same holiday I revisited Hard Knott and drove over the pass in a Lancia Beta 2000. Both car and course considerably changed for the better!
 - 8 KAH 767. Last heard of in Yorkshire. Still in D'YLA files at 18/10/11 and now bored out to 1500cc.
 - 9 Much information about this on the internet.
 - 10 LLK800.
 - 11 KNM 506 which I kept for many years until family demands for prams and carry cots made a van type body essential!
 - 12 Victor Martin were JAP speedway specialists
 - 13 The story comes from Tom Smallhorn who had become a Jowett owner. This is the same Roy Lunn who later went to Fords Competition Department and I believe had much to do with the Le Mans winning GT40 cars in the mid sixties.
 - 14 Reputed to be based on that of their CD van.

2012 / 2013 12 Car Championship

Round 1 – Friday 28th September - P & H Novice 12 Car

Organised by David & Katy Leckie and sponsored by Pat & Henry Fairhead

Round 2 – Friday 26th October - SCA Race and Rally 12 Car

Organised by Jonathan Stimpson and sponsored by Alan Shrimpton

Round 3 – Friday 30th November - Waveney Mushrooms 12 Car

Organised by David Mann & Robert Aldous and sponsored by David Mann

Round 4 – Friday 25th January - Your Ideal Shop 12 Car

Organised by Howard Joynt & Bernie Fox and sponsored by Chris Edwards

Round 5 – Friday 22nd February - Canada Garage Motorsport 12 Car

Organised and sponsored by Mark & Lorraine Annison

Round 6 – Friday 22nd March - Lyng Garage 12 Car

Organised by tbc and sponsored by Dennis Ward

Timetable for ALL rounds:

Entries open on the Wednesday 16 days before the event and close on the Friday 7 days before the event

There will be a slight change for this season's Championship, in an effort to save postage the event regulations and entry form **WILL NOT** be sent out with the newsletter. They will be published on the website 7 days before entries open; however if anyone is desperate to receive a paper copy please contact the Championship Co-ordinator and a copy will be posted to arrive before entries open.

	Event Date	Regs & Entry Form Published	Entries Open	Entries Close
Round 1	28-09-2012	05-09-2012	12-09-2012	21-09-2012
Round 2	26-10-2012	03-10-2012	10-10-2012	19-10-2012
Round 3	30-11-2012	07-11-2012	14-11-2012	23-11-2012
Round 4	25-01-2013	02-01-2013	09-01-2013	18-01-2013
Round 5	22-02-2013	30-01-2013	06-02-2013	15-02-2013
Round 6	22-03-2013	27-02-2013	06-03-2013	15-03-2013

www.scon.co.uk/SCCoN201212Car.htm

2012 Clubmans Series Championship

Calendar

Round 4 – RE-ARRANGED – Tuesday 4th September
Production Car Autotest (Sealed – Snetterton)

Round 8 – Sunday 4th November
Production Car Trial (Lyng)

Round 2 – RE-ARRANGED – Saturday 10th November
Production Car Autotest (Grass - Snetterton)

Clubmans Series Round 7

Scatter

Results:

o/a	Team	Total
1	John & Ian	68
2	Ian & Gill	45
3	Martin, Christine & Suzanne	41
4	Ant, Garth & Michael	36

Thanks to the organising team (Paul & Katrina and Nick & Debbie) and the hardy souls who turned out to brave the rather un-seasonal sunshine.

Championship Positions after round 7 (top 12):

o/a	Driver	1	2	3	4	5	6	7	8	Total
1	John Peterson	8		22		15	11	10		66
2	John Wadeson			17		13	16			46
3	Garth Collier			13		7				20
4	Matthew Willgoss			16			13			29
5	Geoff Bateman	7		11			8			26
6	David Mann	13				10				23
7	Sam Headland			7		15				22
8	Simon Riley	19								19
	Wendy Burge	19								19
	Josh Ward			19						19
	Gill Doble					12		7		19
	Ian Doble					12		7		19

Anglian AutoSOLO Challenge

Eastern Counties Motor Club - Sporting Car Club of Norfolk - West Suffolk Motor Club

Results are available for the first event – Tibenham 1

SCCoN Sunday 29th April Tibenham Autosolo and Autotest

Results are available for the second event – Waterbeach 1

WSMC Sunday 20th May McCullough's Waterbeach Autosolo and Autotest

Results are available for the third event – Waterbeach 2

ECMC Sunday 8th July Waterbeach Autosolo and Autotest

Results are now available for the fourth event – Tibenham 2

SCCoN Sunday 12th August Tibenham Autosolo and Autotest

Regs are now available for the fifth event – Waterbeach 3

WSMC Sunday 16th September McCullough's Waterbeach Autosolo and Autotest

MARSHALS AND COMPETITORS REQUIRED

What is the difference between a Clubman Autotest (CA) and a Production Car Autotest (PCA)?

The AutoSOLO Challenge is running under a dual CA permit whereas the club's usual events run under a PCA permit.

The main difference as far as club members are concerned is for a **PCA** the driver **MUST** have a passenger and for a **CA** the driver **MUST NOT** have a passenger.

Slightly more technical (and not really of any interest) differences are that the fee per driver paid to the MSA is different (**CA** £5.55, **PCA** £3.95) and timing (**CA** timed to the previous tenth of a second, **PCA** timed to the previous second).

Why dual permit?

The MSA rules for an AutoSOLO stipulate that the car **MUST BE ROAD LEGAL AND DRIVEN TO THE EVENT**, however for an Autotest the car does not have to be road legal and can be trailed to the event.

www.scccon.org.uk/aac12

Anglian AutoSOLO Challenge

Tibenham 2

#	Driver	Car	Class	Total	Class	O/A
15	Tomasz Marciniak	Honda S2000	B	651.6	FTD	1
1	Peter Zytkeiwicz	Ford Fiesta	A2	655.4	1	2
9	Ian Rowles	Westfield SEi	C	689.8	1	3
4	Adrian White	BMW 318 is	A2	694.4	2	4
27	Christopher Pettitt	Mazda RX8	B	695.5	1	5
28	John Wadeson	Fiat Cinquecento	D1	698.7	FTD	6
13	Sam Weller	Peugeot 106 GTi	A2	703.6	3	7
19	Geoff Hodge	Caterham 7	C	710.8	2	8
11	Philp Mullane	Mazda MX5	B	715.7	2	9
12	Matthew Willgoss	Renault Clio Dci	A2	719.4	4	10
8	Duncan Christmas	Fiat 126	A1	725.6	1	11
16	Peter Hanman	MG F	B	726.5	3	12
2	John Peterson	Mini Clubman	D1	744.8	1	13
3	Garth Collier	Renault Clio	A1	747.8	2	14
6	David Leckie	Vauxhall Nova	A1	757.6	3	15
7	Geoff Bateman	MG F	B	763.3	4	16
5	Simon Hatfield	Peugeot 106	A1	767.3	4	17
25	Rebecca Rowles	Westfield SEi	C	771.3	3	18
17	Mike Herbert	Mazda MX5	B	811.5	5	19
20	Geoff Spencer	Westfield 7	C	826.4	4	20
14	Kevin Harris	Ford Escort	D2	828.6	5	21
18	Richard Leggett	Alfa Romeo Spider	B	836.4	6	22
29	Nick Barrett	MG Midget	E	846.2	1	23
24	Laura Christmas	Fiat 126	A1	903.9	5	24
21	Alan Nobbs	Westfield 7 SE	C	905.4	5	25
31	Andrew Lawson	Ford Escort	D2	1049.2	1	26

27 entries, 26 starters and 26 finishers

#	Driver	Car	Class	Total	SCCoN	O/A
28	John Wadeson	Fiat Cinquecento	D1	698.7	1	6
12	Matthew Willgoss	Renault Clio Dci	A2	719.4	2	10
2	John Peterson	Mini Clubman	D1	744.8	3	13
3	Garth Collier	Renault Clio	A1	747.8	4	14
6	David Leckie	Vauxhall Nova	A1	757.6	5	15
7	Geoff Bateman	MG F	B	763.3	6	16
14	Kevin Harris	Ford Escort	D2	828.6	7	21
18	Richard Leggett	Alfa Romeo Spider	B	836.4	8	22
21	Alan Nobbs	Westfield 7 SE	C	905.4	9	25
31	Andrew Lawson	Ford Escort	D2	1049.2	10	26

Anglian AutoSOLO Challenge

Overall

AutoSOLO – top 26 (after Tibenham 2) – Classes A1, A2, B, C								
O/A	Driver	1	2	3	4	5	6	Total
1	Peter Zytkeiwicz	16	16	16	15			64
2	Garth Collier	13	13	12	13			51
3	Adrian White	12	13	12	13			50
4	Philip Mullane	11	13	12	12			48
5	Tomasz Marciniak	15		15	16			46
6	Ian Rowles	15	12		15			42
7	Peter Hanman	9	11	10	11			41
	Christopher Pettitt	8	12	8	13			
	Duncan Christmas		11	15	15			
10	Simon Hatfield	15	12		11			38
11	Geoff Hodge	8	15		13			36
12	Sam Weller	13	10		12			35
13	Matthew Willgoss	10	12		11			33
14	Geoff Spencer	5	11		11			27
	David Leckie		15		12			
	Mike Herbert		9	9	9			
17	Chris Barns	7	8	6				21
	Adam Cable		10	11				
19	Tim Hanman	5		13				18
20	Richard Leggett	7		8				15
	Ian Webb		15					
22	Mark Banham	13						13
	Geoff Bateman	3			10			
	Alan Hockham		13					
	Matt Brewerton			13				
	Roger Dudley			13				
AutoTEST – top 10 (after Tibenham 2) – Classes D1, D2, E								
O/A	Driver	1	2	3	4	5	6	Total
1	John Peterson	16	16	16	13			61
2	Ben Cutting	11	15	13				39
3	John Wadeson	13			16			29
4	Tony Burchnall	12	13					25
	Nick Barrett			10	15			
6	Jonathan Sharp		15					15
	Matt Denny			15				
	Richard Nel			15				
	Andrew Lawson				15			
10	Barry Denny			13				13

Miscellaneous



"When Reliability Matters"

About Us

Norfolk Classic and Sports Cars was born from a lifelong passion for motorsports and classic cars, and was established with the aim of providing a reliable and complete service for classic and sports cars, including on event servicing for motorsport events, as well as general servicing, repairs and rally preparation work.

The founder of the company, Robert Kitchen, has been providing on event support for the Endurance/Classic Rally Association since 2000, and has worked on most of their long distance endurance events over the last 11 years. Therefore Norfolk Classic and Sports Cars is ideally placed to prepare vehicles for this type of event, as Robert has travelled many of the routes and experienced firsthand the kind of problems encountered by classic vehicles on these types of event.

The company also carries out restoration work, with workmanship undertaken to a meticulous standard. You can see examples of previous commissions in the Projects section. We are always happy to discuss your individual requirements, please do not hesitate to get in touch.

This is a small selection of the events that Robert has provided mechanical support on:



 Ordnance Survey[®]		Pub Date	Edition
131	Boston & Spalding	22/02/12	D2
132	North West Norfolk, King's Lynn & Fakenham	30/03/11	<u>D1</u>
133	North East Norfolk, Cromer & Wroxham	06/10/09	D2
134	Norwich & The Broads, Great Yarmouth	11/12/09	D2
143	Ely & Wisbech, Downham Market	17/11/08	D1
144	Thetford & Diss, Breckland & Wymondham	18/04/11	B3
154	Cambridge & Newmarket, Saffron Walden	13/11/09	D2
155	Bury St Edmunds, Sudbury & Stowmarket	12/01/12	<u>D2</u>
156	Saxmundham, Aldeburgh & Southwold	27/08/08	B2

EASYLARITY BUILDS ON STRONG FOUNDATION.

Loughborough Car Club's daylight regularity rally, running to the Easylarity format, is back again for 2012 with a repeat of last year's successful event. Joint Clerk of the Course, Andrew Duerden said "we have found a formula which appeals to both crews starting in classic rallying and the more experienced, who are needing to brush up on their skills".

The 100 mile event, sponsored By Metric Services and based at Park Hill Golf Club, north of Leicester travels out into the beautiful Vale of Belvoir and High Leicestershire. It takes place on Sunday, 7 October.

The format – of loops of varying types of regularity interspersed with grass autotests on a billiard smooth field– will follow the successful pattern of the last three year's events.

"Easylarity means EASY regularity with no brain-addling instructions and is aimed specifically at beginners and novices to Classic Rallying. I think that this idea has appealed to competitors just starting in the sport", said Duerden.

The Historic Rally Car Register has adopted the Easylarity name for their beginner regularity events in 2012, and other clubs are being encouraged to run their own events to attract crews new to the sport.

Entry details are on www.loughboroughcarclub.co.uk/

And a specific Easylarity web site is at www.easylarity.org.uk





photos courtesy of David Leckie